ACAM information

For further information regarding ACAM please consult the Luftfahrt-Bundesamt homepage www.lba.de, where reference is made to:

- the legal basis,
- the LBA procedures,
- the preparation and follow-up of an ACAM survey as well as
- the drawing up of a root-cause-analysis.

If you have any questions or suggestions, please address them to the Luftfahrt-Bundesamt ACAM team by using the following e-mail address “ACAM@lba.de”.

If you require any support with respect to definite ACAM surveys, please contact us using the aforementioned e-mail or the relevant ACAM inspector.

How to find us

Luftfahrt-Bundesamt
Department T2
ACAM team
Hermann-Blenk-Straße 26
38108 Braunschweig

Postal address:
Luftfahrt-Bundesamt
38144 Braunschweig

Phone +49 (0) 531 2355-5210
Fax +49 (0) 531 2355-5299
ACAM@lba.de
www.lba.de

Editor
Luftfahrt-Bundesamt

Images
© Luftfahrt-Bundesamt

Mit Sicherheit zum Ziel.

Luftfahrt-Bundesamt
ACAM

Aircraft Continuing Airworthiness Monitoring

What is ACAM?

The system for continuing airworthiness of aircraft has been completely reorganised by the aviation legislation of the European Union (EU). This means for the Luftfahrt-Bundesamt (LBA), among others, the implementation of the ACAM task. ACAM is the abbreviation for "Aircraft Continuing Airworthiness Monitoring". The legal provisions for ACAM surveys are, in particular, laid down in Part-M, Annex I to Regulation (EU) No. 1321/2014.

ACAM demands that the Luftfahrt-Bundesamt establishes a monitoring system with which the airworthiness status of the national aircraft fleet can be monitored by the authority. In Germany, this system provides that the LBA carries out inspections on German aircraft on the basis of random samples.

The LBA ACAM surveys take place in addition to the airworthiness inspections carried out in regular intervals by approved Continuing Airworthiness Management Organisations (CAMOs). The surveys are carried out with or without notification, during turn-around or maintenance of the aircraft as well as during the operation at all German airports or aerodromes.

The surveys on the basis of random samples refer to both German registered aircraft of general and of commercial aviation. They are carried out solely by experts of the LBA (engineers, certifying staff etc.).

The results of these surveys are collected and evaluated by the LBA in order to be able to make reliable statements as to the airworthiness status of the German aircraft fleet. If the LBA identifies safety critical trends or developments, corrective actions will be initiated immediately.

How is the inspection carried out?

The aircraft are selected according to the principle of contingency or due to internal experience gathered in the Luftfahrt-Bundesamt. Thus, it is ensured that not only problems known are monitored, but that also problems unknown and weak spots can be identified. The ACAM team of the LBA inspects all aircraft – from the transport category aeroplane and the sailplane up to the helicopter or the hot air balloon.

There are two different ACAM inspections:

Ramp Surveys are surveys of the aircraft carried out on the basis of random samples during the operation at aerodromes or airports without prior notification. This procedure generally takes about 30 minutes, in well-founded cases, however, it can take longer.

In-depth Surveys are extensive surveys during which, apart from the aircraft, the aircraft documentation is also checked. Contrary to ramp surveys, these checks take place on the basis of a prior notification and of an arrangement of a date with the operator. Depending on the size of the aircraft, this procedure takes 1–2 days whereby it is not necessary that the aircraft is available more than one working day.

What is inspected?

An essential part of the ACAM inspections is the technical survey of the aircraft.

Within the scope of the „Ramp Surveys", the technical survey mostly refers to visible deficiencies. Within this short period of time it is for example not possible to open cowlings or inspection panels. Apart from the technical aspects, a survey of the documents that have to be carried on board during operation as well as of the emergency equipment is carried out.

„In-depth Surveys" are carried out in accordance with an arrangement of a date with the operator and can take place during maintenance. Both the technical status and the compliance of the aircraft with the aircraft documentation (aircraft logbook) as well as the survey of the aircraft documents and the emergency equipment are evaluated.

The survey of the aircraft documentation includes, among others:

- AD status,
- installed modifications/STCs,
- performed repairs,
- status of maintenance,
- records proving the hours of operation.

What will happen if findings are identified?

Findings identified on the aircraft or in the aircraft documents during the survey will be stated in a report and evaluated by a risk analysis. After the survey, the report is sent in writing to the operator or to the CAMO. The findings have to be rectified within a period of time given by the ACAM inspector and relating to the risk involved. In case of minor findings, this period of time is usually 60 days. In case of safety-critical findings, the period of time is shortened. In case of serious findings if the airworthiness of the aircraft is gravely endangered, the Airworthiness Review Certificate (ARC) can even be suspended or revoked. If this is the case, the aircraft may no longer be operated until the findings have been rectified.

It is within the operator's/the CAMO's responsibility to rectify the findings within the due time. The LBA has to be informed accordingly. Supporting documents are required to close a finding.

In addition to the correction of the findings, the operator has to draw up a root-cause-analysis in order to identify the causes of the findings. The objective is to avoid findings of this kind in the future.